

Aviation QUARTERLY

Vol. 24 • Issue 1

North Dakota Aviation Council

Winter 2012



As aviation expands and changes across the state of North Dakota, facing both unique opportunities and challenges, the Upper Midwest Aviation Symposium (UMAS) continues to be the best source for information and discussion on what is happening now. With another great selection of speakers and round table sessions that are increasingly relevant, those who are interested in aviation will not want to miss out on this event.

Speakers Our banquet presentation this year will be “Warbirds over Water,” and will actually consist of four speakers: Robert Odegaard, Casey Odegaard, Warren Pietsch, and Tim McPherson. They will be sharing the exciting adventure of flying warbirds, the B-25 “Betty’s Dream,” the P-40 “Aleutian Tiger,” a Corsair, and the P-51 “Dakota Kid” to the Caribbean and back during March of 2011. Expect some great stories from our speakers, as well as photographs of these classic aircraft in exotic settings. You can find out more about their organization on their website at www.flyingfreedom.us.

Sessions Sunday will see the return of one of the most popular sessions from 2011, “Mayday: And They Walked Away.” Pilots will share stories of close calls from their aviation experiences, concluding with some thoughts and suggestions that could be learned from the situation and benefit all pilots. Besides being entertaining, participants can expect to “walk away” with a new appreciation and understanding of emergency situations and how it might be

The 2012 Upper Midwest Aviation Symposium will be held on March 4th-6th at the Best Western Ramkota Inn in Bismarck.

by Julie Neidlinger

applied in their own flying experiences. Another packed room is expected, so be sure to plan to attend this gripping session.

Technology continues to evolve into the realm of smart phones and tablets for the general public, and, as an industry, aviation has responded in kind. A Sunday session entitled “The Paperless Cockpit” will feature discussion on going paperless using the iPad, various aviation applications, and other options. Those in attendance will learn the benefits of such a system and learn which system—if any—might be the best choice for their specific needs.

Along with advances in hardware technology, Internet social networking has increased and become commonplace for the public. On Tuesday, discussion on social media and airports will cover some of the benefits and challenges of communicating with the public through social media.

For those interested in building their own airplane or living vicariously through someone who has, Vietnam veteran and Bismarck pilot/mechanic Larry Buller will share his experiences building—and flying—a Van’s RV7A. Find out more at www.bullerent.com.

Education Unmanned Aerial Systems (UAS) and airspace access are two hot topics facing North Dakota aviation in recent years. Several developments in 2011 have made these topics increasingly relevant; pilots and anyone involved in aviation have a responsibility to stay educated and informed. The UMAS will have several opportunities for the public to hear about what is happening on these two fronts, and to ask questions of leaders and those actively involved in being the voice of general

aviation. Everyone is strongly encouraged to attend these sessions to learn about the latest developments.

Sean Davis, with Aviation Education North Dakota (AEND) will be presenting information on this exciting new program. AEND is a non-profit organization started in June of 2011 with the goal of advancing aviation awareness to K-12 students across the state of North Dakota through the use of classroom instruction and a flight simulator. Davis, a high school student himself, is enthusiastic about the future of aviation education in the state; you will not want to miss out on catching a glimpse of what might be inspiring tomorrow’s aviators. You can follow AEND on Facebook, or visit their website at www.sites.google.com/site/discoveraend/.

Registration: Now completely online, and those interested in participating can quickly and easily register and pay online instead of through the mail. Simply visit www.ndac.aero, and click on the link which will take you to the online registration system. Follow the prompts, selecting the desired registration options, and within minutes be completely registered for the upcoming 2012 UMAS.

The UMAS hosts several events, which allow attendees to get to know each other, including the Opening Social and a fun event-filled Spouse’s Program. Exhibitors will also be on hand throughout the event, as well as two well-known featured aviation artists, Scott Nelson and Leon Basler.

Registration now open; you won’t want to miss this year’s event!

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By Kris Magstadt, Editor

AROUND the PATTERN

Change is the only constant

I remember hearing that quote and having an “ah-hah” moment. As I look at this issue of the Quarterly, I note that change is definitely a constant in aviation. Technology, air space issues, new educational opportunities ... it has come a long way since the days of flying by landmark!

This change doesn't happen without committed people. The North Dakota Aviation Hall of Fame boasts amazing aviators that have been instrumental in North Dakota's progress in aviation. That passion for flight exists in each of them, and this year, we add Jay B. Lindquist to those we thank and honor for their impact on our state. What a great fit! Jay B. is one of those people that makes everyone feel important. I'll never forget the day he handed me a Christmas card from Wokal Flying Service in Bowman ... he knew I would appreciate having a piece of my dad's history. The card is a treasure to me, but even more so, are his thoughtfulness, sincerity, and the kind words he spoke about my dad. Congratulations, Jay B., on this award. Know that your passion and commitment will live on in the Hall of Fame. But, more importantly, know that it lives on in the many lives and hearts you have touched.

Speaking of change, I thought you might get a kick out of a price list I recently found in my dad's items. **Happy Flying.**

LET'S FLY April 29, 1963

HI FOLKS: This month we have some real clean air planes and also have some good buys on them ships. If you don't see what you want, give us a call, as we have many more craft available. If you have an airplane to sell contact us for top dollar. Like to see you folks stop by, and chat awhile, always have an extra cup of coffee brewing. Remember try us first on your next buy.

VIC WOKAL
AL GAUB

1963 Cessna Skyhawk VHT-4 Super burner, dual controls, R. Beacon, full panel, rear seat vents. Demo —\$12,800	1959 Cessna Skylane 600 hr. TT, Mark II, flat Pack T-3 auto pilot, 1st seat, rear seat vents, flash unit on Nav. light, real clean, one owner. Price —\$10,900
1962 Cessna Skylane TT 235 hrs., rotating beacon, vertical adjust seats, heat radio, rear seat vents, outside service plug, heated pilot, Mark II. —\$15,900	1959 Cessna 172 350 hr. TT, full panel, VHT-3, speed fairings, R. Beacon, best 172 in the country. Price —\$7,350
1962 Cessna Skylane TT 425 hrs., Mark II, auto pilot, rear seat vents, rotating beacon, heated pilot. —\$15,500	1957 PA-18 TT 928, 132 STOH, 99 gal. Sorensen spray rig, ready to go for —\$5900
1962 Cessna Skyhawk Mark II, rear seat vents, courtesy lights. This is our last '62 Demo, has 200 hr. TT. —\$10,800	1948 Beech Bonanza 35 Model, 1700 hr. TT, 250 hr. SMOH on engine and prop. New upholstery, all ballistics, ADF, 120, I-T-A-4, with meter. This airplane came out of the shop at Miles City, less than a year ago with a \$2600 bill for engine work and upholstery job. Cleanest Beech in the state of this year's model. Price —\$8,350
1962 Cessna 150 350 hr. TT, VHT-3, Primary panel —\$7,500	1951 PA-18 125 hp, 350 SMOH. Real clean, ready to go. Price —\$2950
1961 Cessna Skyhawk TT 440, VHT-3, ADF-122, rotating beacon. This is a real buy on a '61 Model Hawk. —\$8,750	1949 Stinson Wagon 600 hr. TT, with 100 eng., heavy case, big tail, VHT-3 Super burner, fresh periodic, full panel, a cream puff. —\$3,195
1961 Cessna Skyhawk 350 TT, Mark II, rear seat vents, rotating beacon, one owner ship at only —\$8,500	1946 Cessna 140 1321 hr. TT, 21 SMOH, recovered and repainted December, 1961, wheel ex., new tires, Nav. and landing lights. —\$2900
1960 Cessna 172 TT 650 hrs., VHT-3, dual controls, primary panel, 50 hrs. STOH. Real clean for only —\$7,450	ALSO AVAILABLE a 1946 PA-12, A 1946 ERCOUPE.

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By Tim Thorsen, Chairman
North Dakota Aviation Council

CHAIRMAN'S COMMENTS

Winter is here, and as I write this piece, we have ended another holiday season and are looking forward to a happy new year. It is my wish that everyone experience a prosperous 2012. Your Council representatives have been tremendously active with preparation and arrangement of the 2012 Upper Midwest Aviation Symposium. We are tying down commitment details for a very exciting banquet. We are working final coordination for a speaker presentation that should be both amusing and fascinating.

The North Dakota Aviation Hall of Fame selection committee has met. As occurs each year, there was an admirable group of candidate applications. The deliberations resulted in the selection of one individual. As in the past, we plan to induct our selectee at the banquet.

The Council committees are putting together an exciting program in Bismarck. The Sunday night Ice Breaker will be held at the Ramkota Inn, where the symposium will be held. The site



committee has planned great events for the spouses attending the symposium.

I encourage everyone involved in aviation in North Dakota and neighboring states to join us for a great 2012 Upper Midwest Aviation Symposium at the Ramkota Inn – Bismarck on March 4-6, 2012. A good time will be had by all. You will meet great people and will

have an opportunity to learn at our program sessions. The Upper Midwest Aviation Symposium is also an excellent opportunity to rub elbows with people in the North Dakota aviation industry.

Symposium registration is now online and is easy. Go to www.ndac.aero/SymposiumRegistration/ to sign up! Please note that the hotel accommodations in Bismarck, due to increasing oil and other business activity, are becoming tighter. We have enough rooms blocked at the Ramkota Inn to accommodate all attending the Symposium. Still, please don't wait until the last minute to make your hotel reservations!

We will have a great time. See you in Bismarck!

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Statements of fact and opinion are the responsibility of authors alone and do not imply an opinion on the part of officers and members of NDAC, or NDAQ staff. If you've received more than one copy of this newsletter, please share it with a friend.



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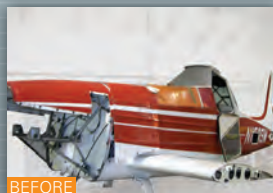
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By Larry Taborsky, Director
North Dakota Aeronautics Commission



DIRECTOR'S CHAIR

The Power of the North Dakota Aviation Council

The North Dakota Aeronautics Commission (your state representative on aviation matters) is working on many aviation issues at once, and it makes for a full work schedule. Much of the activity goes hand-in-hand with the interests and actions of the North Dakota Aviation Council (your organization of the North Dakota aviation user groups.)

- The oil boom in the west is making the airports in that area busier than ever, sometimes at the expense of the pavement and buildings. There is a desperate need for additional funds to keep pace with the development, and to accommodate the larger aircraft which are bringing big business to our state. At the same time, the needs of the rest of the state can't be neglected, because aviation is a key part of the successes there also! If your airport is affected by the rapid growth of aviation, I would love to hear about it—especially if you have good photos and good statistics to support your story.
- The airspace above North Dakota is recognized nationally as a valuable asset, and the Powder River MOA and the Devils Lake Restricted Area proposals need to have constant attention to ensure that the decisions are made based on what would be best for all users. This year's aviation symposium will be the place to get the facts and record your opinion on whether these changes to airspace will change your life in aviation.
- The successful integration of unmanned aircraft into the national airspace promises to increase business for aviation, since these machines have many of the same requirements as your aircraft – including pilots! We're actively engaged to make sure that the process goes smoothly and safely. It won't be easy, but it will be worth it. This year's symposium will be full of information about your future as an aviator, and your input will be key to the changes that will unfold in our state.

In all of these activities, I find it fascinating and encouraging that, between the North Dakota Aeronautics Commission and the North Dakota Aviation Council, the importance of aviation in

North Dakota is heard everywhere from the state's capitol to the nation's capitol. Your partners at AOPA and NBAA are eager for information about what is developing in our state and what is best for general aviation, and our state's NDBAA and NDPA groups are doing a good job at communicating. Recently, the head of the FAA spoke with our state representatives about the future of aviation in North Dakota, and one of his first concerns was that general aviation was on board with the planning process. That tells me that your voice is being heard, we are all staying actively involved, and the system is working as it should.

The North Dakota team at their meeting with the heads of the FAA in Washington.



Left to right: COL Gibney, Air National Guard; John Walker, SEATEC consultant; Josh Simmers, ND Dept of Commerce; Cindy Schreiber-Beck, Tri-State Aviation and ND Aeronautics Commission; Larry Taborsky, ND Aeronautics Commission; Maynard Herting, UAII consultant; Carol Goodman, Cavalier County Development; Al Palmer, UND Aerospace; Bob Simmers, ND Aviation Council



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By Bob Simmers

TRIM
TAB

Restricted vs. Integrated Airspace

As I write this article the symptoms of winter have yet to arrive with any authority. We have had skiffs of snow, but then poof, it's gone. Already winter has signs of being short. Needless to say we have had a beautiful flying season. Just don't get complacent with the weather. It is prime now for carburetor ice, and even some structural icing, as we have had a couple of weeks of freezing rain.

I hope that you all responded to the NPRM pertaining to the expansion of R 5401 to create R 5402 and 5403. R 5401 has been south of DVL for a long time, and we hardly knew that it existed. Now the Air Force has requested an expansion. I have my own feelings about this and its intended use, but real intent here, since the comment period will presumably end on February 12, 2012, is to make you fully aware that this request and the mission of the UAS Integration Team are not directly related.

The Air Force has made this request to train crews in the use of UAVs to deliver laser technology. Work that I feel could, and should, be done in the current MOA. There is so much new and developing technology that there is no need to create additional restricted airspace.

We are on the edge of moving from the old aviation adage of

"see and avoid" that was the responsibility of every pilot to look out the window and be aware of the environment around him to include other aircraft. One of my concerns early on with the transformation to the moving maps and the gadgets that go with them is that we are drawn into the cabin and "see and avoid" becomes jeopardized. So, welcome to the wonderful world of technology. Now we have more information in the cabin of the aircraft at our fingertips than we could gather before in an hour of preflight preparation and research.

So now, we are on the edge of "sense and avoid," the new buzz in aviation. The problem is, we have all of this great technology, but how do we apply it and create a new National Airspace System (NAS) that will support both Remotely Piloted Aircraft (RPA) and piloted aircraft safely. This is the mission of the UAS Integration Team. It is the hope that North Dakota can become a test bed for this research, while not further restricting the current airspace system.

We will have a new airspace structure in the future. We do not know at this time what it will look like. If we stand by and let it happen, then we will be forced to live in an environment that we had no say in. Or, we can be part of the change and help make what we want it to be. I choose to be part of the solution, what about you?

Feel free to contact me at bobs@bismarckaero.com with questions, concerns, or comments.

Until next time,
HAPPY LANDINGS,
Bob Simmers

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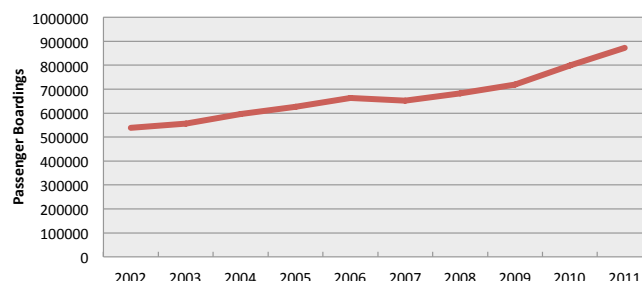


2011 Was Record Year for ND Airline Boardings

While many states are currently experiencing a downward trend in passenger boardings, North Dakota's numbers have never been better. Boasting a 9.16% increase in statewide enplanements from last year and record breaking numbers at seven of the state's eight commercial service airports, it's easy to see that something significant is happening in North Dakota. Whether it's oil development in the western part of the state, or business development in the east; the numbers prove that air service has taken an important role in our state's prosperity.

As our airports are experiencing explosive growth, some are struggling to keep up with the new demand. The airports in the western part of our state currently have boarding numbers that weren't forecasted to happen for another 20-25 years. Looking to the future, we need to build our state airport infrastructure to the capacity needed to accommodate this growth while working to create improved travel options for our passengers. When our airports are able to show large increases in boarding numbers, it helps their chances to convince airlines to offer more flights and destinations for their community. Though North Dakota aviation has some large challenges ahead, it also has a very bright future that will hopefully be full of increased flights and destinations for our travelling public. Congratulations to all of our commercial service airports in North Dakota for a record breaking year!

Statewide Historical Boardings

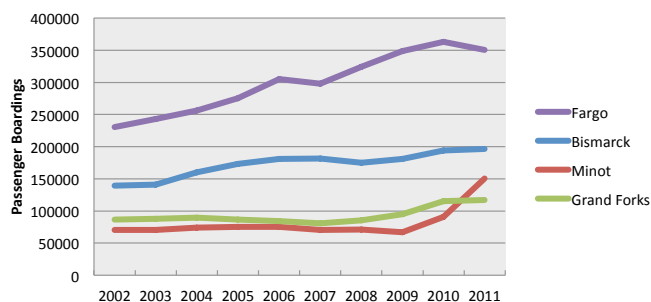


- North Dakota has experienced a statewide increase of 62% from 10 years ago

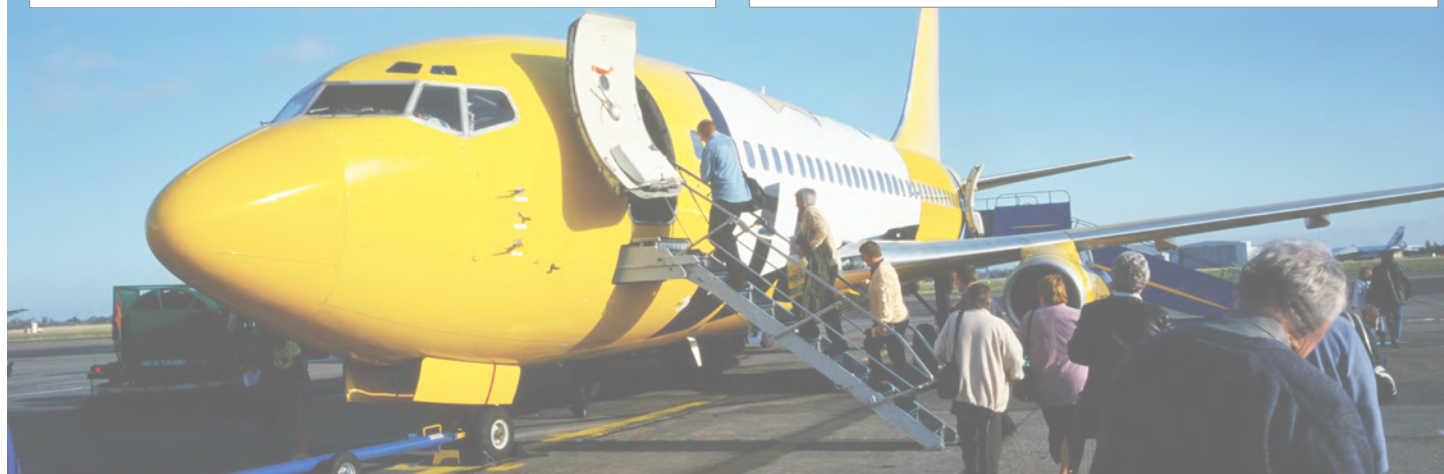
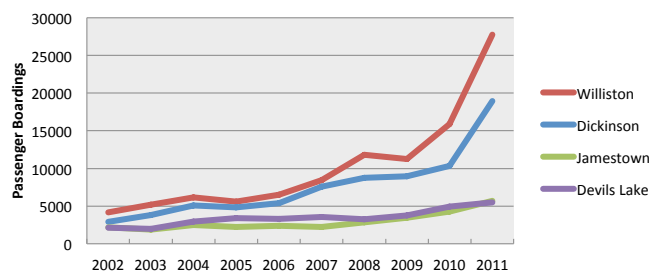
Since last year:

- Grand Forks experienced a boardings increase of 1.26%
 - Minot experienced a boardings increase of 65.7%
 - Bismarck experienced a boardings increase of 1.22%
 - Fargo experienced a boardings decrease of 3.5%
 - Williston experienced a boardings increase of 74.7%
 - Dickinson experienced a boardings increase of 83.1%
 - Jamestown experienced a boardings increase of 32.8%
 - Devils Lake experienced a boardings increase of 11%
- North Dakota has experienced a statewide increase of 62% from 10 years ago

The "Big 4" Historical Boardings



The Regional 4 Historical Boardings



Educate to Aviate Open House at Bismarck Career Academy

While attending UMAS, join us for an open house at the Bismarck Career Academy on Sunday, March 4 from 2-5 p.m. Mike McHugh and his students at the Academy are excited to host aviators from throughout the state. Come and support this great aviation education program. No busing will be provided, however there is plenty of parking.

Bismarck Career Academy
1221 College Drive
(north on Washington, left on Divide,
left on College Drive)

If you need directions, please check with the UMAS registration desk.

See you there!



Great time scheduled at UMAS for spouses!



visit while we are in the downtown area.

Urban Girl

Monday's plans include a trip to Urban Girl - the "Funky Little Shop That's Worth a Stop" to craft out a piece of jewelry and have lunch downtown at the new and famous Blarney Stone-Irish Pub. There are many wonderful shops to



Inspiration for the Busy Woman



Tuesday plan to be inspired before you head out for your own day. Please join us for fun and informal coffee and a Danish and discussion on ways you are inspired in your daily lives. Expect the unexpected with Dr. Penny Rafferty Hamilton, a past UMAS banquet speaker, on "Living Successfully with a Pilot." Dr. Hamilton is also a former winner of our popular Exhibitor Chili Cook-off. She will lead the short and informal session to kick-off your morning with a smile and door prizes.

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By Lt Col Darrel Pittman

CIVIL AIR PATROL UPDATE

Happy Birthday Civil Air Patrol

On 1 December 2011, the Civil Air Patrol (CAP) celebrated seventy (70) years of distinguished service to the United States of America. The North Dakota Wing of CAP (NDCAP) has been in North Dakota since 1956. We are extremely proud to be part of that honored service.

In the beginning, the members used their personal airplanes. They patrolled the coastlines for enemy shipping, mostly watching for submarines. History tells us that at times they actually carried small bombs in those little airplanes and dropped them on the ships. Can you imagine a small Cub or Stinson actually carrying a bomb and maneuvering so as to drop it from the window of the aircraft? When the war was over, the story was told by a member of the enemy that the ships actually tried to avoid being seen by those coastal flights for fear of a bomb being drop on them. Today the airplanes are furnished by the United States Air Force. The CAP is not allowed to knowingly drop anything from an aircraft. Safety is always paramount.

NDCAP had the honor of hosting a local

TV station, KXMBTV in an interview. The reporter wanted to know about what we do and how we do it. We took her up and viewed the areas where we had some flooding damage. We also showed her our system we use in Search and Rescue (SAR). The interview aired on the Saturday night (10 Dec. 2011) evening news. To view the story, go to www.kxnet.com, type in CAP.

The NDCAP is already preparing for any upcoming disasters that may occur. Let's hope none happen! The all volunteer organization again will be ready for the Photo Imagery we have become reliable for to the state, especially the State Water Commission. The training NDCAP does on SAR has made the volunteer organization a dependable asset to the state's rescue operations. The Forward Looking Infrared (FLIR) system will enhance that operation tremendously.

NDCAP Wing is made up of everyday people from all over this great State. We all work very hard to provide the services that the CAP was established to do. Providing that service means getting the training needed and being there



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when called. Everyone has their own reasons for joining. For some it's just to fly. But for many of us, it's the gratification of being involved in a search mission resulting in a find. Winston Churchill once said "We make a living by what we get, but we make a life by what we give."

Wreaths Across America

On Saturday 10 December the Bismarck Composite Squadron hosted the Wreaths Across America program with tremendous success. Volunteers came from all over to help us. The weather for a change was outstandingly nice.

NDCAP has Squadrons in Bismarck, Dickinson, Jamestown, Grand Forks, Minot and two in Fargo. Any person interested in becoming a member of the CAP may contact the Wing Headquarters at 701-328-8190 or ndcap@midconetwork.com.

You are not required to be a pilot, but if you are, give us a call. NDCAP will have a booth at the UMAS in BIS. Take the opportunity to visit the booth and see what we have to display. You might become interested in joining and becoming a willing volunteer!

Cleared for takeoff, Darrel

THE HANGAR QUEEN

by Julie Neidlinger



the saturday afternoon excursion



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gravity

Julie Neidlinger is a member on the North Dakota Aviation Council. Julie represents the North Dakota Pilot's Association.

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Aviation's Role in the North Dakota Oil Boom

By Gary Ness

What do you have when your state's bank account has a projected two billion dollar surplus; a nation-leading three percent unemployment rate; nineteen thousand (19,000) unfilled positions; \$65 / \$80,000 a-year truck driving jobs; over burdened roads, a lack of housing, escalating costs of that housing; vehicle traffic that is just astounding, man camps popping up like mushrooms; four million dollars a day in new tax revenue going into your state's bank account; light emissions from oil patch that can be seen from space, rated number three - on the way to #2 in state oil production; plus citizens that have not witnessed this craziness, EVER? You have North Dakota.

The oil craze that has struck the western seventeen counties, of North Dakota's fifty-three counties, is something that was slow in development but has boomed and continues to grow. It has a life that has not been seen anywhere in the world of gas and oil. The PLAY is called simply "The Bakken". If you Google that term, the information that is displayed is mind boggling.

Oil was first discovered in North Dakota in 1951 (Iverson well A#1). The state has experienced boom and bust cycles, along with the rest of world since the 1880's. This one, however, is different; in the size of field, the depth of the location, in the type of formation; in drilling technology and most of all, in the success of



Photo by Gary Ness

the drilling - 95+% of every well explored is successful.

So, how has this impacted aviation in North Dakota? Transformational changes in the landscape of a quiet, very rural farm and ranch area have taken place making it hard to describe and even harder to anticipate what the total effect might be. Every boom in the history of the gas and oil business has its own identity and this one is true to that tradition. The number one difference is the ground activity related to the process of getting the oil out of each well.

After drilling the well there is between 2 to 5 million gallons of water/solution that is pumped into the well to fracture the oil bearing material, at a point, two miles under the surface. Understand this H2O has to be hauled to the well sites over rural roads that were designed to handle cattle and grain trucks of a much smaller scale. Do the math; it quickly will show that the road infrastructure is in serious difficulty. The aviation infrastructure is also being stretched to its limit as well. This oil activity started

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four years ago and has escalated beyond recognition or understanding.

After interviewing several representatives of the aviation industry, a common thread became evident; The aviation infrastructure is suffering but not as much as the surface sector. Greg Oase, KLJ Engineering, gave the following description: "The North Dakota transportation infrastructure has NEVER been stressed like it is being [stressed] today. That includes the railroad development of the 1880's".

The state Aeronautics Commission and the FAA-ADO offices have tentatively identified, for planning proposes, \$140 to \$200 million of need across the system. That includes air-carrier and GA airports. This number will be spread out over a five to ten year period. A priority list has not been completed at this time. Those discussions will start at the local level and then forwarded through the planning and funding process.

When asked about the biggest challenge facing the two planning and funding agencies, Tom Schauer, FAA-ADO Chief replied, "Funding at the fed level will be difficult because of the budget issues, but the high priority of the needs in the state will help in the discussions". Larry Taborsky, Director of the North Dakota Aeronautics Commission and Kyle Wanner, Planner, both replied that time, is one of the biggest challenges. Some projects should have been done yesterday.

The air-carrier airports in the oil counties are Dickinson, Williston and Minot. Those airports have seen passenger boardings skyrocket beyond recognition - to historic levels. Year to date passenger numbers at Dickinson have shown an 81% increase over last year. The most staggering stat is a 524% increase from ten years ago in 2002. Williston has seen a 71% increase over last year and a 560% increase since 2002. Minot has a 70.6% increase over last year and a 110% increase over 2002. Those numbers not only stagger the imagination but has a huge impact on the infrastructure of the terminals and parking area of those facilities.

Each terminal was planned for numbers that were left behind months ago. Parking facilities are now overflowing with additional development an ongoing effort. Terminal facilities are on the front burner for planning in each community.

The airside at Minot can handle the aircraft that arrive today, but Dickinson and Williston have larger aircraft that exceed the anticipated design standards. Turning radius on taxi-ways and ramp areas are an issue along with parking tie-down space, and



Photo by Kyle Wanner

ramp surface strength, which have become a problem for GA traffic.

Pat Giese, owner/operator of Western Edge Aviation LLC, who has FBO operations at both Williston and Dickinson airports, reports that keeping mechanics and instructor pilots on staff is his most difficult problem. Giese stated that his Williston operation has enough work for three A&Ps and he has only one. He has advertised nationwide, but the positions are hard to fill. He lost an A&P from his Dickinson office to the

oil patch last week. Recruiting replacements from outside the local area is also hindered by the lack of housing. There are not enough housing units available, at any economic level.

The local interest in learning to fly is strong because of the additional income that the oil play has put into the local economy. Flight instructors are at a premium. An added piece of business for the Part 135 operation is the hop, skip and jump pickup and drop off work that some oil companies order up. The roads are so congested that many Dickinson and Williston based oil companies will charter the 100 plus or minus mile hops to various drilling/ administration sites to keep a better daily schedule with less road time. Thus, the use of the smaller community GA airports is filling the needs of the industry in a big fashion.

When queried about the traffic into his operations Giese replied, "We are seeing the same companies coming into the airport as we did in the past. However, we are seeing them many times a week now when before we would see them once every two months." Giese also stated that because of the oil field crew "change outs", there will be 40 to 50 people waiting for aircraft in the FBO terminal just about every day. Ramp space is at a premium with three linemen in Williston working at all times.

Both Williston and Dickinson airports have a planning process going forth which will look at terminal, parking, storage and transit overnight hangar requirements, plus all the airside needs. In addition to the airline and business jet aircraft increase, the corresponding air freight traffic has also brought more activity to an older tenant on the airport. Accommodating freight is an important adjustment to any airport. When a facility is suffering with ramp space to begin with, this can be a challenge adding it to the list.

Andy Solsvig, Airport Manager of Minot, discussed the typical problems with the doubling of the passenger boarding's they've seen in ten years. The increase of airline flights into Minot has



Photo by Kyle Wanner

gone from three a day to ten and will increase to thirteen in a few months. The growth of travelers has exceeded all forecasts by the experts. The terminal is "getting by" according to Solsvig, and they are working it as efficiently as possible. A terminal area planning discussion is taking place with the process being fast tracked to meet their needs. The air side of the airport is in good condition with few needs. The GA side has similar problems as the other facilities across the state. Hangar space, ramp space and crew accommodations are always a concern. Number one on the "to do" list is parking.

There is not enough parking for the traveler and Minot is running out of geographic space on the airport. Biggest challenge? "Time and reacting fast enough to relieve the problem areas," said Solsvig. "We are putting our best effort forward to make it work for Minot." (Note: Minot was flooded this spring which evacuated 11,000 + people 1/3 of the population. The 2011 flood destroyed 4100 homes in this community.)



Greg Haug

On the southeastern edge of this activity is Bismarck, North Dakota's State Capital. Greg Haug, Director for the Bismarck airport said, "We try to watch the trends and growth and plan today for the next move in the future. We have been able to stay somewhat ahead, so far. It looks like we will board 200,000 passengers this year." The airport has added a new pod-bridge to accommodate more aircraft. Bismarck has not seen the explosive passenger growth other communities have, but has been

steady at about a 4% increase a year.

Parking in Bismarck is also a problem. The airport has expanded parking three times in the last four years, and is in the planning stage again for 2012. When asked about the GA side of the airfield Haug pointed out the new large FBO hangar under construction and the ramp development to support it. "We are also developing a larger more efficient cargo area," said Haug.

Biggest challenge? "Airline capacity," said Haug. "We must maintain enough seats for access into our communities. I'm sure that is on every air carrier managers check list." Next, is planning. "You have to watch and be flexible to changes and react with the best knowledge base that you can gather."

Jon Simmers, CEO of the Bismarck Aero Center, said the oil boom started at about the same time as when the downturn in the nation's economy was on its way, so the boost in the activity outside of the oil play was well received. "Over the last two years the typical customer has changed somewhat but normal usage is up with the activity in the oil patch," said Simmers. "The customers are the same but with more and different ways of using the aircraft that are in the local fleet. There have been several upgrades to the fleet and more outside activity on the fueling side. BAC has increased its A&P staff to meet the increases. Biggest challenge? "We have a business model and we are trying our best to maintain that model," said Simmers. "Keeping up to the demand without compromising that model." BAC has built a large hangar on the northeast side of the GA ramp to meet the demands of that customer base.



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Mark Holzer, FAA-ADO Program Manager, gave a run down on the GA needs of six identified airports within the oil patch. He pointed out that small airport master plans developed 10 years ago, with 20 year forecasts, need to be redone now. However, even most current planning found that those needs were superseded within the last five years. The problems are not unsolvable. Most require more room on the ramp, taxiways, additional strength of the same, overnight hangar storage, and terminal space for waiting crews.



Mark Holzer

Most small town terminals, designed for one to two waiting pilots, now have to cope with five to six crews waiting at the same time. There is little need for overnight because there is no place to stay in these smaller communities. Jet fuel service with credit card readers is another need across the board. Most of these airports have fueling systems for 100LL but are now tasked to add jet fuel too. The GA airports that are on the pressure list are, Crosby, Parshall, New Town, Stanley, Bowman and Tioga.

Tioga, the only facility with a 5000'x75' runway, GPS approach, and an AWOS III to support the operations, was finished in 2007. Tioga is also in the middle of the "Play" with a large gas plant being constructed. Would you believe they have aircraft and car parking problems too!

The internal problems of all these GA facilities are evident. They typically have volunteer airport authority board members with no professional airport management education, typically more mature in age, and the oil patch has hit them hard. Day to day operations on the facilities are uncountable. Local planning must take place

with increased management as part of that planning.

Holzer pointed out that air medical service, whether fixed wing or rotor, has had an increase that could be expected because of the activity. Planning is needed for this type of activity to provide well defined intercept zones or medi-port pickup sites. Getting the planning done and finding the funding to proceed will be a challenge.

During these interviews no one was rushed, overly excited, or panicked about what has been happening on the airfields across "The Bakken". Sound thinking, thoughtful directions for their communities, and cautious optimism regarding the future of this oil play was evident. However, it has been a cultural shock to all the communities. In the middle of the oil fields, one little town of 200, Alexander, ND, has a North Dakota DOT truck count, down main street, of 8000 vehicles each day. That traffic is half of the busiest intersection of Bismarck/Mandan, a city of 75,000 on any given day.

When you know the funding sources available for aviation in North Dakota and you do the math, one thing in particular comes to mind. Find new ways to fund projects outside the normal, large, medium, and small facilities, and incorporate out of the box thinking to go with infrastructure planning, which is so important.

The reason I bring that up stems from my interview with Greg Oase, KLJ Engineering. Biggest challenge? "Finding the construction companies outside the oil fields to do the airport jobs," said Oase. "The costs on bids have escalated 40% already because every shovel is busy out west. It isn't a concern that the airports know what is needed, it's finding the contractors to do the jobs for a price that would not break everyone's bank at the local, state, or federal level."



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NPRM Seeks Comments on Future Airspace Transition

On December 15, 2011, the FAA issued a Notice of Proposed Rulemaking (NPRM) to seek comments on a proposed transition of the U.S. National Airspace System (NAS) navigation infrastructure to enable performance-based navigation (PBN) as part of the Next Generation Air Transportation System (NextGen). The FAA plans to transition from defining airways, routes and procedures using VORs and other legacy NAVAIDs towards a NAS based on Area Navigation (RNAV) everywhere and Required Navigation Performance (RNP) where beneficial. Since VORs do not enable RNAV, RNP, or Automatic Dependent Surveillance-Broadcast (ADS-B) operations, the FAA plans to reduce costs by drawing down the number of these FAA-provided VORs to a minimum operational network.

As part of this transition process, the FAA will form a working group to engage aviation industry stakeholders and other members of the public for input. The group will also provide a candidate list for VORs for discontinuance that will ensure safety and continuous operations. For details and instructions on how to provide comments, see: www.federalregister.gov/articles/2011/12/15/2011-31451/proposed-provision-of-navigation-services-for-the-next-generation-air-transportation-system-nextgen

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North Dakota UAS Airspace Integration Team

Bob Simmers, General Aviation Representative

First and foremost, I want to thank the NDAC and member organizations for putting their trust in me by including me on a list of well-qualified members to be considered by the Governor and our Congressional Delegation as a team member. I am honored to be selected to serve on the Governor's Airspace Integration Team.

As you are aware, the Unmanned Aircraft Systems (UAS) industry is moving forward and well in need of a home in the National Airspace System (NAS). The Team is a taskforce of industry players tasked with determining the need and designing a compatible system.

The vision of our team is: Safe integration of UAS into the NAS. **Our mission:** To collaborate with the FAA in developing a model of systems and procedures that can be implemented nationally without reducing access for the current users.

Our goals:

- Continuation of a shared vision, development of procedures and "one voice" for North Dakota representing all of the stakeholders in establishing UAS Airspace Integration Plan.
- Establishing a North Dakota UAS Airspace plan
- Develop framework for an Airspace Safety Management System
- Strategically position North Dakota to become designated as a

FAA/UAS National Test Center

This team has spent many hours developing a common vision between players and building a presentation. This presentation saw daylight on December 8, 2011 when the Team met with Mr. Michael Huerta, Acting Administrator of the FAA, Senior FAA Officials, our North Dakota Congressional Delegation, Lt. Governor Drew Wrigley and Staffers. Cindy Schreiber-Beck was chosen by the Team to narrate the presentation. Questions and answers followed the 12 minute presentation. The questions were tough, but the responses were readily available and very supportive of the North Dakota initiative. I was asked about General Aviation's feelings of integrating UAS into the NAS and responded that we are in support of discovering endeavors that are not exclusionary, and this Team from North Dakota is pursuing that direction. North Dakota has asked the FAA for a liaison from their office and they have looked to us for assurance that our vision of a path forward was working on integrating airspace, as opposed to creating new classes of airspace.

I left there feeling really good about the message that we brought to the FAA and that our efforts were well received and will gain due consideration.

Once again, North Dakota has an opportunity to lead the industry into uncharted territory and we are building a foundation to grow on.

If you have questions, concerns or comments, please contact me at 701-223-4754 or bobs@bismarckaero.com.

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Barnes County Airport Concrete Runway Construction Complete

Wings & Wheels AirShow September 8, 2012

The \$2.4 million dollar airport runway reconstruction project at the Barnes County Airport in Valley City is complete. The concrete runway, a first for Barnes County Municipal airport was opened on Saturday, October 29, 2011 with three generations of the Lindemann family to be the first to taxi their Vans RV 4 and Piper Super Cub aircraft onto the 4200' runway for takeoff.

Chairman of the Barnes County Airport Authority Dennis Helland says the contractor started the project in May 2011 and finished in late October. Helland, of Kathryn, ND who has served on the airport authority for more than 35 years says federal monies covered 95 percent of the project, with 2.5 percent from the state of ND and the remaining 2.5 percent or slightly more than \$70,000 was covered using local tax monies on this project. Helland says the concrete runway should last for nearly 50 years compared to asphalt with a lifespan of 20 years. With good maintenance and upkeep efforts by the BC Airport Authority the



previous asphalt runway outlasted its predicted lifespan by more than eight years.

In addition to the new concrete runway, the airport has seen other improvements recently. The asphalt taxiways to the east and west privately owned hangars were redone this past summer and improvements to the terminal lounge area were made just a few years ago. Services available in the terminal include wireless internet and cable TV.

Saturday, September 2012 the Barnes County Airport, located

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one mile north of Valley City will be the site for the Wings & Wheels AirShow. The main act scheduled is Matt Younkin, a third generation pilot and the son of Bobby Younkin who is considered to be one the greatest airshow performers of all time. Matt Younkin's Beech 18 performance is likely one of the most unusual acts on the airshow circuit today. The aircraft was never designed for aerobatic flight. The performance begins and ends to light hearted music that capitalizes on an overly obese airplane executing maneuvers that its designers and airshow audience members never conceived possible for a large transport plane. The performance will be two fold with the last half of the performance Magic by Moonlight done after dark with the airshow circuit's largest, noisiest and smokiest airplane lit up like a Christmas tree.

Other pilots scheduled to perform include Jim "FANG" Maroney in his Dehavilland Super Chipmunk, Rex Hammerback with his T-28 warbird military trainer and Toby McPherson in his P51 Mustang. McPherson of Tall Towers Aviation near Page, ND is co-chair of the AirShow event along with Lori Jury of Valley City who has served as clerk of the Barnes County Airport Authority for the past six years.

In addition to the AirShow performances, local classic car club members of the Bridge City Cruisers will be hosting a car show at the airport. Other events planned are an evening bbq dinner, dance, fireworks, Sunday morning all faiths worship service and pancake breakfast.

Check the display ad in the next Aviation quarterly for details concerning the September 8 Wings & Wheels AirShow. *For more information contact Lori Jury at bcairport@hotmail.com or 701-490-1034.*



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(Kyle is Aviation Planner for the
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Valley City oyster roast



400 lbs of oyster taken from the docks in south Carolina, driven 32 hours straight to a hangar social last night, courtesy of Jon Kreilkamp. (Photos by Larry Taborsky)

ND FAASTeam presents Certificate of Appreciation

At the Safety Seminar held in November at Valley City, Jay Flowers of the ND FAASTeam presented a Certificate of Appreciation to Jon Kreilkamp of Valley City and Bluffton, South Carolina in recognition of his efforts promoting aviation. Kreilkamp has been a flight instructor since 1985 teaching private, commercial, and instrument flying. He has his certification to teach flight instructors as well. Over the years, Jon has successfully taught close to 150 students who have gone on to receive their pilot license.





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Hello from the Airport Association of North Dakota

Matthew Remyse, AAND Secretary/Treasurer
Airport Association of North Dakota

On behalf of all our members, I hope that everyone had a safe and enjoyable holiday season. I hope that as we move into the new year we see the same type of weather that has so graciously stuck around this long. Maybe Mother Nature is finally listening to all of our comments about the cold winds, deep snow, and slick roads, and is giving North Dakota a very nice break from winter.

As a manager of a regional airport, I always start to get excited this time a year, not because the Christmas and New Year's festivities have come to a close, which normally means that I'll be in a truck soon enough doing snow removal for half the night, but because the Upper Midwest Aviation Symposium (UMAS) is only a month away. This year, the AAND executive officers and regional representatives have put together a solid program for UMAS 2012. The AAND program will include presentations on Airport Lease Requirements; Minimum Standards - What and Why; Wildlife Assessments; LED Lighting vs. Incandescent Lighting; Storm Water Related to Aviation; and Airport

Social Media. As always, the FAA and North Dakota Aeronautics Commission will be presenting, which is always informative and relevant to airport operators. The popular GA and commercial airport roundtables will take place Tuesday afternoon. The AAND Business meeting will be Tuesday morning.

I feel this year's UMAS theme "Educate to Aviate" is spot on. AAND and the other aviation organizations year after year put together great programs that are very educational for anyone in aviation. However, the best education one can receive at UMAS comes for the networking there. I would encourage anyone interested in aviation to join AAND and other aviation enthusiasts at the 2012 Upper Midwest Aviation Symposium, Sunday March 4 through Tuesday, March 6, 2012.

From all of us at AAND, please have a safe winter, check the condition reports before you fly, and please join us at UMAS in March.



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FBO Spotlight: Executive Air (KBIS)

By Flying Magazine, Mike McIntee / Published: Jan 19, 2012

In our FBO Spotlight series, we're highlighting FBOs around the country that have received rave reviews from our readers. This latest Spotlight is brought to you by Mike McIntee, who has nothing but good things to say about Executive Air at KBIS and how they treat him and his Cessna T206H.

Executive Air (KBIS) Bismarck, North Dakota

The staff at Executive Air is great. I hangar my plane in Bismarck. They are always on top of their game whether it is just for pulling my plane and getting it fueled for a trip or getting maintenance done, it is always done in a very professional and prompt manner. The temperatures get pretty cold in North Dakota but they are always there to make sure I get what I need to get in the air. When I have had a problem on the ramp, the head of maintenance has come out to my aircraft immediately to troubleshoot and fix the problem. Great group of people!



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Eternal FLIGHT



Jonathan Emil Kuehn, 64, Minot, passed away Dec. 15, 2011. Jon started Kuehn's Aerial Spraying, Inc. in 1972. He had flown with his father in his J-3 Cub growing up and had received his flying license while still in college. Jon was a successful business man and only recently retired. Over the course of his flying career he was the airport manager in Parshall. He helped Parshall Airport receive over a million dollars in grants for improvements.



Todd Georgeson, age 46, of Sheyenne, ND, left us peacefully Friday, January 6, 2012.

He soloed in 1984, finished his Private Pilot's license in 1985, and completed his Commercial Pilot's license in 1990. Since then he has been farming and crop dusting with his father in New Rockford.



New simulator at Bismarck Public School's Career Academy

UND has donated a Frasca multi-engine flight training simulator valued at approximately \$300,000 to the Bismarck Public School's Career Academy. It includes all functioning instruments and controls identical to the aircraft, and will help 90 students learn to fly in a realistic cockpit environment. Good job to BPS aviation teacher Mike McHugh and CA director Dale Hoerauf for securing this gift to enhance the passion and experience for students.

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CALENDAR of EVENTS

2012

March 4-6, 2012

2012 Upper Midwest Aviation Symposium
Ramkota – Bismarck

April 29, 2012

Grafton Municipal Airport
Fly-In Breakfast • 8:00 am – 1:00 pm
Contact: Andy Tibert / Phone: 701-520-9174

June 10, 2012

Mandan Municipal Airport
EAA Chapter 1008
Buggies & Blues Car Show (downtown)
Breakfast & Open House (airport)
8:00 am – 11:30 am
Contact: Jim Lawler / Phone: 701-663-0669

June 17, 2012

Garrison Fly-In
Fly-In Breakfast • 8:00 am – 1:00 pm
Contact: Brian Klabunde
Ph. 701-337-6294

June 19- 22, 2012

Air Race Classic
www.airraceclassic.org

July 7, 2012

Hazen – Mercer County Airport
Fly-In Breakfast • 7:00 am – Noon (CDT)
Contact: Gary Benton / Phone: 701-880-0512

July 23-29, 2012

EAA AirVenture
Oshkosh, WI

August 11, 2012

Kindred – Davenport Regional Airport
Fly-In Breakfast
7:00 am – 10:00 am
Contact: Ron Lundquist
Phone: 701-388-2126
Email: lundq@anyconnect.com

September 2, 2012

USA – Canada International Fly-In
11:00 am Pilot Association Presentations
at the Peace Garden Conservatory
11:30 am Luncheon at the Peace Garden Cafe
Dunseith International Peace Garden Airport
Contact: Larry Taborsky
Phone: 701-328-9650

September 8, 2012

Valley City Air Show
Wings and Wheels
Contact: Lori Jury
Phone: 701-845-1558 or 701-490-1034

2012 at the Fargo Air Museum Calendar of Events

Saturday in the Sky for Kids:
February 18, March 3 & 10 • 10 am - Noon
Celebrity Auction and Dinner: April 12
Iraq Afghanistan Exhibit: May 15–June 30
Plane Camp 2012: May, June and July
Cessna 182 Raffle Drawing: June 30
ND Military Vehicle Show: July 21–22
Seasons at Rose Creek Charity Golf Tournament: July 25
American Barnstormer Tour: August 9–11
Beck Gathering of Mustangs at Battle Lake: September 3
Plane 'Ole Pumpkins: October 31
Santa Fly-In: December 1, 8, 15 and 22
Chairman's Christmas Party: December 15

Online calendar:
www.ndac.aero/events.htm

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Jay B. Lindquist is selected for the North Dakota Aviation Hall of Fame

The Selection Committee of the North Dakota Aviation Hall of Fame has chosen Hettinger airport manager and aviation business owner Jay B. Lindquist for the state's prestigious aviation award.

Jay B. started flying lessons at the age of 15, and started crop spraying in 1961. Upon completion of service as an air traffic controller for the U.S. Army, he returned to Hettinger and established Air Dakota Flite, at times operating up to 25 aircraft in Dickinson and Bismarck, as well as Hettinger. Jay B. also provided air taxi and air ambulance service for the region, and continues to operate Air Dakota Flite alongside his brother, Chuck. His achievements include:

- 48 years of service on various North Dakota aviation boards and committees
 - Recipient of the FAA's Wright Brothers Master Pilot Award for 50 years of safe flight operations
 - 35 years of introducing Hettinger's first graders to aviation by providing free airplane rides
 - Over 22,000 logged flight hours in his career—that is like being airborne for 2 ½ years!
 - 48 years providing flight instruction, teaching hundreds of students
 - Appointed to the North Dakota Aeronautics Commission in 1993 by Governor Ed Schafer, and continues to serve today
 - Years of community service as a member of the Hettinger Chamber of Commerce, the Civil Air Patrol, Hettinger Eagles and the Elks.
- Jay B. also served as a board member for the West River Health Services.

The Hall of Fame award is given to those individuals who have brought credit to North Dakota Aviation, helped in the development of others in aviation, and have made the state better through community service outside of aviation as well. The ND Aviation Hall of Fame will honor Mr. Lindquist at the North Dakota Upper Midwest Aviation Symposium's banquet on Tuesday, March 6, 2012 at the Best Western Ramkota, Bismarck.



Jay B. Lindquist

North Dakota Aviation



HALL OF FAME